

1  
File No. AFD. 47 FAF 70

## MYSORE GOVERNMENT SECRETARIAT

Notes/Correspondence/Collection

Department AF Section Forest B

Subject:— Corrigendum to Govt. Notification  
No. AFD 5 FAF 68 dt. 12-3-69

Earlier References:— AFD 5 FAF 68

Later References:—

(Classification A/B/C)

Notes Pages.....1.....  
Correspondence Pages.....12.....  
For/Not for Section Note Book  
To be destroyed after.....1980

13870  
Under Secretary to  
Government.

1/4/74

Vatsal  
(Signature)  
Special Agent in Charge,  
Forest Dept., Mysore.  
(1000-4)

AFD 47 FAF 70

ST. No. 1 (Receipt)

No. B6-15 - 221/58 dt. 6/7/70

from the C.C.F.

Note No. 1

(1) A draft Corrigendum is put up for approval at St. No. 2 / Page 12. done on 12.3.70

12-3-70 n/s)

1 line  
20/3

[File No. AFD 5 FAF 69 is placed below]

ST. No. 2 (Issue)

Corrigendum dt. 16-4-70 to the Compiler, Mysore Gazette, Bangalore, and others.

~~Note No. 1~~  
The file may now be closed  
12/4/70

B.

17-4-70

Record B  
17-4-70

SP. No. 2

3

GOVERNMENT OF MYSORE

No. 47 F.F. 70.

Mysore Government Secretariat,  
Victoria Road,

Bangalore, dated 16th April 1970.

CORRIGENDUM.

The Government is pleased to order that the following changes be made in the Government Notification No. 12 S F.F. 69 dated 12-3-1969 published as G.O. No. 790 at Pages 1770 to 1773 in Part IV-Section 3(a)(ii) of the Mysore Gazette dated 11-3-1969.

(i) Page 1770

In the statement in line No. 15 and column No. 4 (under the 'distances in links') substitute the figure '300' for the figure '361'.

(ii) Page 1773

In the statement in column No. 3 and line No. 22 (under the 'Bearings') substitute the figure '233' for '2.3'.

(iii) Page 1775

In the statement in column No. 4 and line No. 1 (under the 'distances in links') substitute the figure '7.4' for the figure '7.64'.

(iv) Page 1776

In the statement in columns Nos. 1 and 2 and line No. 2, substitute the figures '20 to 21' for the figure '20 to 11'.

Sd/- *Amranyas*

(S. Balasubramanyam)

Under Secretary to Government,  
Agriculture & Forest Department.

To

The Compiler, Mysore Gazette, Bangalore in duplicate for the publication in the Gazette and for supply of 10 printed copies of the Corrigendum to the Divisional Forest Officer, Survey & Demarcation, Bangalore.

Copies to:-

- 1) The Chief Conservator of Forests in Mysore, Bangalore.
- 2) The Divisional Commissioner, Mysore.
- 3) The Deputy Commissioner, South Kanara, Mangalore.
- 4) The Revenue Department.
- 5) The Guard file.

hms/15-1/10ca.

GOVERNMENT OF MYSORE

No. 47 OF 70.

Mysore Government Secretariat,  
Vidhana Sabha,

Bangalore, dated 12th April 1970.

NOTIFICATION.

The Governor is pleased to order that the following changes be made in the Government Notification No. 3 OF 63 dated 15-3-1968 published as G.O. No. 702 at Pages 1770 to 1773 in Part IV-Section 2(c)(ii) of the Mysore Gazette dated 15-3-1968.

(1) Page 1772

In the statement in line No. 13 and column No. 4 (under the 'distances in links') substitute the figure '1280' for the figure '1281'.

(ii) Page 1773

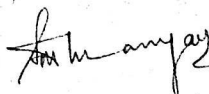
In the statement in column No. 3 and line No. 32 (under the 'Bearings') substitute the figure '213' for '2.3'.

(iii) Page 1775

In the statement in column No. 4 and line No. 1 (under the 'Distances in links') substitute the figure '7.4' for the figure as '744'.

(iv) Page 1776

In the statement in columns Nos. 1 and 2 and line No. 2, substitute the figures '20 to 21' for the figure figures '20 to 11'.



(T. Balasubramanyam)  
Under Secretary to Government,  
Agriculture & Forest Department.

To

The Compiler, Mysore Gazette, Bangalore is duplicate for the publication in the Gazette and for supply of 10 printed copies of the Corrigendum to the Divisional Forest Officer, Survey & Conservation, Bangalore.

Copies to:-

- 1) The Chief Conservator of Forests in Mysore, Bangalore.
- 2) The Divisional Commissioner, Mysore.
- 3) The Deputy Commissioner, South Kanara, Mangalore.
- 4) The Revenue Department.
- 5) The Guard file.

hns/15-4/1968.

51  
17.3 Sectt.  
V.S.  
Bangalore

Corrigendum

Nº. AFD 47 FA-70

The Governor is pleased  
to order that the following  
changes be made in Govt.

Notification Nº. AFD 5FAF68

Flag J |  
D: 12-3-69 published as  
S.O. Nº 702 at pages 1770 to  
1778 in Part IV - Section  
2 (c) (ii) of the Mysore Gazette  
dated 12-3-69.

i) Page 1773

~~Under~~ In the statement in line  
Nº. 15 and, Column Nº. 4  
(under the distances in links)  
the figures '360' should be  
for the figure  
~~Read~~ as '361'.

ii) Page 1773

~~Under~~ In the statement in  
(P.T.O)

ISSUED  
Dated 12/4/70

No.B6-15-221/58.

and 1 printed notification)

Chief Conservator's Office  
Bangalore:Dated: 19/1/1970.

To

The Secretary to Government,  
Agriculture and Forest Department,  
Bangalore.

Sir,

Sub:-Government Notification under Section 4 of the M.F.A.  
in respect of Tenka Kajekar Block II Bit I and II in  
Bantawal Taluk, S.K.District. Issue of Corrigendum  
Requested.

Ref:-Government Notification No.AFD-5-FAF-68 - Dated  
12-3-69.

----- F leg J

In the above Notification published in the Mysore Gazette  
Dated 24-4-69 in respect of Tenkakajekar Block II Bit I and II,  
corrections as noted in the draft Corrigendum are necessary:-

Draft Corrigendum.

In Notification No.AFD-5-FAF-68 Dated 12-3-1969, make the  
following corrections in respect of Tenka Kajekar Block.

Page 1773:-Under the Statement in line No.15 and Col.No.4  
(under the distances in links) the figures 361  
should be read as "360".

Page 1773:-Under the statement in Col.No.3 and line No.22  
(under the bearings) the figures 13 should be  
read as 213 (2 not clearly seen).

Page -1775:Under the Statement in Col.No.4, and line No.  
1st (Under the distance in lines) the figure  
X 764 should be read as 754.

Page 1776:-Under the statement in Col.No.1 and 2 and line  
No.2 the figures 20 to X 11 should be read  
as "20-to 21".

Government may kindly be moved to issue the above  
Corrigendum for publication in the Mysore Gazette with instructions  
to the Compiler of the Gazette to supply 10 Printed Copies of  
the Corrigendum to the Divisional Forest Officer, <sup>South Kanara</sup> ~~South Kanara~~,  
Mangalore. A copy of the printed Notification is enclosed here-  
with for favour of reference.

Yours faithfully,

*J. D. G. S. S. S.*  
Chief Conservator of Forests

N.



R: K  
12/2/70

Column No 3 and line No 22  
(under the 'Bearings') in the figures  
'213' should be read as 212.  
for '2.3'

(iii) Page 1775

Under the statement in  
Column No. 4 and line No 1  
(under the 'Distances in links')  
the figure '754' should be  
read as '764'.

(iv) Page 1776

Under the statement in Columns  
Nos. 1 and 2 and line No 2, substitute  
the figures '20 to 21' should be for the figures  
read as '20 to 21'.

V. J. Govt. A.O.  
Sd/-

To, The Comptroller, Mysore Gazette,  
Bangalore, in duplicate, for publication  
in the Gazette and for supply of  
10 printed copies of the corrigendum to  
the S.D. Survey & Demarcation, Mangalore.

- Copies to :-
- (1) The C.E.F., Bangalore
  - (2) The Dist. Comm., Mysore
  - (3) The Dy. Comm., S. Kanara,
  - (4) The R.D. Mangalore

## NOTIFICATION

Bangalore, dated 12th March 1969.

**S. O. 702.**—In exercise of the powers conferred by Section 4 of the Madras Forest Act, 1882 (Madras Act V of 1882) as in force in the Madras area, the Government of Mysore hereby—

(i) declares that it is proposed to constitute the lands in Bantwal Taluk of South Kanara District, the situation and limits of which are specified in the Schedule hereto annexed as reserved forest;

(ii) appoints the Forest Settlement Officer, South Kanara, Mangalore, to be the Forest Settlement Officer for purposes of clause (c) of the said section; and

(iii) appoints the Divisional Forest Officer Coondapur, to attend on behalf of the Government at the inquiry conducted by the said Forest Settlement Officer.

Under Section 14 of the said Act, the Government of Mysore hereby appoints the Deputy Commissioner of South Kanara District to hear appeals on any orders passed by the Forest Settlement Officer under sections 11, 12 and 13 of the said Act,

### SCHEDULE

|                      |     |                                                              |
|----------------------|-----|--------------------------------------------------------------|
| Name of the District | ... | South Kanara.                                                |
| Name of the Taluk    | ... | Bantwal                                                      |
| Name of the Villages | ... | Tenkakajekar and Uli Villages.                               |
| Survey field No.     | ... | S. No. 62/2 of Tenkakajekar and<br>S. No. 80 of Uli Villages |
| Name of the Block    | ... | Tenkakajekar Block 11 Bit (I & II)                           |
| Area                 | ... | 199-50                                                       |

### Boundary Description.

#### Bit-I

**North:**—Starting from the station No. 13, a point situated at the newly constructed cairn No. 14, the demarcation line of the Bit I runs first in almost eastern direction to station No. 14, a distance of 321 links. There from it runs in almost North-East direction a distance of 1591

links to reach the station No. 21, passing through the intermediate stations 15 to 20. Thence it runs in almost South-East direction a distance of 753 links. to reach the station No. 25, passing through the intermediate stations 22 to 24. From there it runs in North-East direction to station No. 26, a distance of 584 links. Thence it runs in almost eastern direction a distance of 98 links to reach the station No. 28, passing through the intermediate station 27. Thence it runs in North-East direction a distance of 1093 links to reach the station No. 30, passing through the intermediate station No. 29. Bearings and distances from station to station are as follows:—

| Station Numbers |    |    | Bearings in<br>Degrees | Distances<br>in Links |
|-----------------|----|----|------------------------|-----------------------|
| From            |    | To |                        |                       |
| 13              | to | 14 | 87½                    | 321                   |
| 14              | to | 15 | 73                     | 323                   |
| 15              | to | 16 | 55                     | 313                   |
| 16              | to | 17 | 54½                    | 234                   |
| 17              | to | 18 | 78                     | 200                   |
| 18              | to | 19 | 61½                    | 238                   |
| 19              | to | 20 | 71½                    | 119                   |
| 20              | to | 21 | 81                     | 109                   |
| 21              | to | 22 | 109½                   | 150                   |
| 22              | to | 23 | 116                    | 195                   |
| 23              | to | 24 | 144½                   | 103                   |
| 24              | to | 25 | 104½                   | 300                   |
| 25              | to | 26 | 51½                    | 554                   |
| 26              | to | 27 | 97½                    | 200                   |
| 27              | to | 28 | 96½                    | 664                   |
| 28              | to | 29 | 67½                    | 181                   |
| 29              | to | 30 | 70                     | 410                   |

From station 30 the demarcation line of the B & I runs in almost a northward direction a distance of 548 links to reach the station No. 32, passing through the intermediate station 31. From there it runs in South-East direction a distance of 756 links to reach the station No. 36 passing through the intermediate stations 33 to 35. Thence it runs in North-East direction to station No. 37, a distance of 218 links. From there it runs in almost eastern direction a distance of 157 links to reach the station No. 40 passing through the intermediate stations 38 and 39. Thence it runs in almost South-East direction a distance of 473 links

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to reach the station No. 42 passing through the intermediate station No. 41. Thence it runs in western direction to station No. 40 a distance of 500 links. From there it runs in almost south-west direction a distance of 54 links to reach the station No. 45 passing through the intermediate station 44. From there it runs in almost southern direction a distance of 452 links to reach the station No. 47, passing through the intermediate station 46. Bearings and distances from station to station are as follows:—

| Station Numbers |    |    | Bearing in Degrees | Distances in links. |
|-----------------|----|----|--------------------|---------------------|
| From            | to | To |                    |                     |
| 30              | to | 31 | 19                 | 200                 |
| 31              | to | 32 | 19 1/2             | 283                 |
| 32              | to | 33 | 138 1/2            | 243                 |
| 33              | to | 34 | 131                | 172                 |
| 34              | to | 35 | 119                | 110                 |
| 35              | to | 36 | 114                | 195                 |
| 36              | to | 37 | 66                 | 218                 |
| 37              | to | 38 | 108                | 170                 |
| 38              | to | 39 | 87 1/2             | 167                 |
| 39              | to | 40 | 67 1/2             | 120                 |
| 40              | to | 41 | 133                | 213                 |
| 41              | to | 42 | 154 1/2            | 260                 |
| 42              | to | 43 | 264 1/2            | 500                 |
| 43              | to | 44 | 236                | 234                 |
| 44              | to | 45 | 217 1/2            | 300                 |
| 45              | to | 46 | 167 1/2            | 235                 |
| 46              | to | 47 | 183 1/2            | 217                 |

*South*:—There from the demarcation line runs in almost south-west direction a distance of 644 links to reach the station No. 50, passing through the intermediate stations 48 and 49. Thence it runs in Western direction to station No. 51, a distance of 235 links. From there it runs in north-west direction a distance of 739 links to reach the station No. 53, passing through the intermediate station 52. Thence it runs in Northern direction to station No. 54, a distance of 519 links. From there it runs in North-West direction to station No. 55, a distance of 592 links. From there it runs in South-West direction a distance of 1411 links to reach the station No. 58, passing through the intermediate stations 56 to 57. Thence it runs in almost

North-west direction a distance of 1276 links to reach the station. No 61 passing through the intermediate stations 59 and 60. Then it runs in almost south-west direction a distance of 1118 links to reach station No 64 passing through the intermediate stations 62 and 63. Thence it runs in southern direction a distance of 1197 links to reach the station No. 65 passing through the intermediate station 65. Thence it runs in South-East direction to station No. 0, a distance of 868 links. From there it runs in almost South-West direction a distance of 626 links to reach the station No. 2, passing through the intermediate station 1. Therefrom the line runs in almost North-west direction a distance of 1040 links to reach the station No. 5, passing through the intermediate station 3 and 4. Bearings and distance from station to station are as follows:—

| Station From | Numbers To | Bearings in degrees in F.B. | Distances in links. |
|--------------|------------|-----------------------------|---------------------|
| 47           | to 48      | 252½                        | 287                 |
| 48           | to 49      | 226½                        | 202                 |
| 49           | to 50      | 201½                        | 135                 |
| 50           | to 51      | 253                         | 235                 |
| 51           | to 52      | 290                         | 251                 |
| 52           | to 53      | 304                         | 488                 |
| 53           | to 54      | 355½                        | 519                 |
| 54           | to 55      | 278                         | 592                 |
| 55           | to 56      | 247½                        | 302                 |
| 56           | to 57      | 247                         | 625                 |
| 57           | to 58      | 244                         | 514                 |
| 58           | to 59      | 270                         | 410                 |
| 59           | to 60      | 290½                        | 361                 |
| 60           | to 61      | 304                         | 505                 |
| 61           | to 62      | 240½                        | <del>361</del> 360  |
| 62           | to 63      | 254                         | 435                 |
| 63           | to 64      | 254                         | 623                 |
| 64           | to 65      | 179                         | 591                 |
| 65           | to 66      | 174½                        | 806                 |
| 66           | to 0       | 113½                        | 568                 |
| 0            | to 1       | 192                         | 324                 |
| 1            | to 2       | 213 213                     | 302                 |
| 2            | to 3       | 281                         | 470                 |
| 3            | to 4       | 279½                        | 700                 |
| 4            | to 5       | 283                         | 870                 |

*West.*—Thence it runs in North-West direction a distance of 835 links to reach the station No. 7, passing through the intermediate station No. 6. From there it runs in almost Eastern direction to station No. 8, a distance of 600 links. Thence it runs in almost northern direction to station No. 9, distance of 1016 links. There from the line runs in almost north-east direction a distance of 1349 links passing through the intermediate station 10 to 12 reach the station No. 13, which is the starting point of the Bit I. Bearings and distances from station to station are as follows:—

| Station<br>From               | Number<br>To | Bearings in<br>degrees | Distances<br>in links |
|-------------------------------|--------------|------------------------|-----------------------|
| 5                             | to 6         | 18                     | 388                   |
| 6                             | to 7         | 20½                    | 447                   |
| 7                             | to 8         | 83                     | 620                   |
| 8                             | to 9         | 8                      | 1016                  |
| 9                             | to 10        | 46                     | 241                   |
| 10                            | to 11        | 40                     | 333                   |
| 11                            | to 12        | 42½                    | 684                   |
| 12                            | to 13        | 58                     | 141                   |
| (Starting point of<br>Bit I). |              |                        |                       |

### Bit-II

*North:*—Starting from the station No. 1, a point situated at the cairn No. 2, the demarcation line of the Bit II runs first in almost South-East direction a distance of 1498 links to reach the station No. 4, passing through the intermediate stations 2 and 3. From there it runs in North-East direction to station No. 5, a distance of 336 links. There from it runs in almost Eastern direction a distance of 596 links to reach the station No. 8, passing through the intermediate stations 6 and 7. Thence it runs

in south-east direction a distance of 562 links to reach the station No. 10, passing through the intermediate station No. 9. From there it runs in almost eastern direction a distance of 786 links to reach the station No. 13, passing through the intermediate stations 11 and 12. Therefrom the line runs in almost south-east direction a distance of 1402 links to reach the station No. 19, passing through the intermediate station 14 to 18. Bearings and distance from station to station are as follows:—

| Station<br>From |    | Numbers<br>To | Bearings in<br>Degrees | Distances<br>in links. |
|-----------------|----|---------------|------------------------|------------------------|
| 1               | to | 2             | 114½                   | <del>701</del> 754     |
| 2               | to | 3             | 120½                   | 169                    |
| 3               | to | 4             | 98                     | 675                    |
| 4               | to | 5             | 61½                    | 336                    |
| 5               | to | 6             | 87                     | 255                    |
| 6               | to | 7             | 65                     | 155                    |
| 7               | to | 8             | 79½                    | 186                    |
| 8               | to | 9             | 154½                   | 174                    |
| 9               | to | 10            | 149½                   | 388                    |
| 10              | to | 11            | 89½                    | 350                    |
| 11              | to | 12            | 78                     | 226                    |
| 12              | to | 13            | 67½                    | 180                    |
| 13              | to | 14            | 111½                   | 166                    |
| 14              | to | 15            | 120                    | 482                    |
| 15              | to | 16            | 103                    | 232                    |
| 16              | to | 17            | 131                    | 215                    |
| 17              | to | 18            | 105                    | 155                    |
| 18              | to | 19            | 133                    | 162                    |

*East:*—Thence the demarcation line of the Bit Irons in almost south-west direction a distance of 533 links to reach the station No. 21, passing through the intermediate station 20. From there it runs in almost western direction a distance of 681 links to reach the station No. 24, passing through the intermediate stations 22 and 23. Therefrom the line runs in almost south-west direction a distance of 1933 links to reach the station No. 29, passing through the

Intermediate stations 25 to 28. Bearings and distance from station to station are as follows :—

| Station From | Numbers To | Bearings in Degrees | Distances in links. |
|--------------|------------|---------------------|---------------------|
| 19           | to 20      | 223½                | 218                 |
| 20           | to 21      | 216                 | 317                 |
| 21           | to 22      | 270½                | 219                 |
| 22           | to 23      | 268                 | 216                 |
| 23           | to 24      | 276½                | 146                 |
| 24           | to 25      | 253                 | 175                 |
| 25           | to 26      | 238½                | 35                  |
| 26           | to 27      | 211½                | 230                 |
| 27           | to 28      | 211½                | 566                 |
| 28           | to 29      | 214½                | 627                 |

*South.*—Thence the demarcation line of the Bit II runs in almost Northern direction a distance of 1041 links to reach the station No. 32, passing through the intermediate stations 30 and 31. From there it runs in north-west direction to station No. 33, a distance of 417 links. There from it runs in a most south-west direction a distance of 2505 links to reach the station No. 37, passing through the intermediate stations 34 to 36. From there it runs in south-east direction to station No. 38, a distance of 693 links. Again it runs in almost south west direction a distance of 1197 links to reach the station No. 40, passing through the intermediate station 39. Thence it runs in almost north-east direction a distance of 1127 links to reach the station No. 43, passing through the intermediate stations 41 and 42. Again it runs in North-west direction to station No. 44, a distance of 793 links. From there it runs in a most north east direction a distance of 894 links to reach the station No. 46, passing through the intermediate station 45. Thence it runs in northern direction to station No. 47 a distance of 513 Links. There from the line runs in almost North-west direction a distance of 1445 links to reach the station No. 49, passing through the intermediate

station 48. Bearing and distances from station to station are as follows:—

| Station Numbers |    |    | Bearings in      | Distances |
|-----------------|----|----|------------------|-----------|
| From            | To |    | Degrees in F. B. | in links  |
| 29              | to | 30 | 341              | 338       |
| 30              | to | 31 | 360              | 227       |
| 31              | to | 32 | 71               | 476       |
| 32              | to | 33 | 324½             | 417       |
| 33              | to | 34 | 243              | 378       |
| 34              | to | 35 | 234              | 370       |
| 35              | to | 36 | 200              | 887       |
| 36              | to | 37 | 223½             | 870       |
| 37              | to | 38 | 169              | 693       |
| 38              | to | 39 | 201              | 827       |
| 39              | to | 40 | 245              | 370       |
| 40              | to | 41 | 26½              | 237       |
| 41              | to | 42 | 19½              | 354       |
| 42              | to | 43 | 14               | 636       |
| 43              | to | 44 | 349½             | 793       |
| 44              | to | 45 | 47½              | 424       |
| 45              | to | 46 | 29½              | 470       |
| 46              | to | 47 | 354              | 513       |
| 47              | to | 48 | 290½             | 245       |
| 48              | to | 49 | 310½             | 1200      |

*West* :—Thence the demarcation line of Bit II runs in almost north-east direction a distance of 597 links to reach the station No. 51, passing through the intermediate station 50. From there it runs in almost Northern direction a distance of 386 links to reach the station No. O, which is the point situated east of station No. O, of the Bit I at a distance of 1070 links. Thence from the line finally runs in almost northern direction a distance of 164 links to reach the station No. 1, which is the starting point of the bit II. Bearing and distances from station to station are as follows:—

| Station Numbers |    |    | Bearings in | Distances |
|-----------------|----|----|-------------|-----------|
| From            | To |    | degrees     | in links  |
| 49              | to | 50 | 34½         | 317       |
| 50              | to | 51 | 22½         | 280       |
| 51              | to | O  | 11½         | 386       |
| O               | to | 1  | 16½         | 164       |

(Starting Point of Bit II).

*Right of ways :*

(i) A panchayat road from 'Vagga' enters the Bit I of the block between cairn Nos. 9 and 10 and comes out of the between cairn Nos. 64 and 65. The same road enters the Bit II of the block between cairn Nos. 50 and 1 and comes out of the bit II between cairn Nos. 28 and 29 and which goes to Karaya.

*Other Privileges.*

- (a) Free grazing of cattle by villagers.
- (b) Free removal of green manure leaves for *bona fide* use by ryots.
- (c) Free removal of dry fuel for *bona fide* use by the villagers.
- (d) Free removal of Muligrass for *bona fide* use by the villagers.

[No. AFD 5 FAF 68.]

By Order and in the name of the Governor of Mysore.

S. BALASUBRAMANYAN,

*Under Secretary to Government,  
Agriculture and Forest Department.*

2340

S. O. 702

(2)